

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

January 25, 2018  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Chirls, Lampe, Marciante, Teh, Woosley, Wu

COMMISSIONERS ABSENT:

STAFF PRESENT: Kevin McDonald, Marina Arakelyan, Mike Mattar, Chris Long, Olivia Aikala, Franz Loewenherz, Andreas Piller, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:31 p.m. by Chair Bishop who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Marciante, who arrived at 6:40 p.m. Commissioner Teh participated via telephone.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

3. PUBLIC COMMENT

Mr. Jason Wilde, 580 North Bortwick Avenue, Portland, said he serves as general manager for the Seattle area Limebike operations. He voiced his support for the bikeway pilot project and for the prospect of bringing bike share to Bellevue. The goal of Limebike is to provide another piece of the transportation puzzle. The benefits for the users of bike share are accessible and affordable transportation options, more visibility for cyclists in general, and safer riding. There are also benefits for people who drive cars in that an increase in bicycle riders leads to a decrease in traffic congestion. Limebike openly shares data with local governments to assist in planning for future infrastructure projects. With regard to bicycle parking, which is a concern most people have, Limebike takes a three-pronged approach that involves education, reinforcement through operations, and technology to provide real-time feedback. Limebike has a dedicated 24/7 support team and a dedicated operations staff on the ground in every city in which Limebike operates.

Ms. Joy Langley, a Mercer Island resident, said she is an enthusiastic supporter of bike share and safe bikeways in Bellevue. She said it would be of great benefit to young professionals to have both available. Programs like Limebike are such that they have people who will come in and move bikes if they are improperly parked. It is appropriate to address parking concerns.

Anything that will keep cars at home and off the streets will benefit the city. Being able to take a bus to the South Bellevue park and ride and then hop on the shared bike to ride into the downtown core would be a great opportunity. It would be great for tourism, families and young professionals.

Mr. David Allen, 12121 SE 21st Street, thanked the Commission for its recommendation relative to the bike lane on 108th Avenue NE. He said he is excited to be a resident of Bellevue and truly appreciates that the city is supportive of the private sector. Bellevue is a city that believes in the market unlike cities like Seattle. Bellevue encourages technology innovation and the entrepreneurial spirit, and that is one reason why Bellevue is growing. By creating bicycle infrastructure and by allowing bike share companies to operate in the city, the Commission will be stating that the city will let the market decide. The bike share companies may not succeed, but it only makes sense to let the market decide that. It would be pointedly ironic if at the end of the discussion it is Seattle that ends up supporting private sector market-based solutions and Bellevue that specifically excludes companies from doing business in the city.

Ms. Shelly Bowman, board vice president of the non-profit WheelLab, 15238 Lake Hills Boulevard, said the organization is supportive of bike share in Bellevue. The organization focuses on and supports youth in need, those who are eligible for the free and reduced lunch program. Many of the kids, once they gain a bike, cannot even take it home because they live in unstable housing. Bike share enables low-income families to ride with their children and to commute to work. Such programs add to the health of the community through exercise.

Mr. Will Knedlick, PO Box 99, said for a decade transportation planning in the region has been premised on a million new residents and substantial new job growth over the next 30 to 35 years. Recently the Sound Transit CEO squarely told the citizen oversight panel that the region needs more transportation options for all modes, including more rail transit, more bus rapid transit, more metro and local transit, more park and ride facilities, and more roadway capacity. He was far less definitive in regard to autonomous vehicles and he was silent in regard to bicycles. Earlier in the day the Puget Sound Regional Council staff informed the executive committee that there will not be one million new residents over the next 30 to 35 years, there will in fact be 1.8 million new residents. That means all planning that has been done based on one million new residents needs to be reconsidered because the substantial change will have drastic impacts on the city. The city's national leadership on rapidly developing suburban transportation based on rapid transport change through the present conjunction of evolving technologies, artificial intelligence and burgeoning business systems is not just visionary but essential and thus genuinely praiseworthy. Unfortunately, the expert transportation advisory panel is dropping the ball by failing to provide fact-based analysis in a massively harmful way, and that is undermining the council's estimable initiative to take the lead nationally in developing suburban transportation in the future. Much remains unknown, but it is known that in the future once autonomous vehicles arrive curb space will be a highly valuable asset. The bikeway demonstration model will destroy a great amount of curb space. The recommendation of the Commission means the sidewalks will be clogged up making access to the curb much worse. The Commission has acted very irresponsibly by acting without factual analysis of the impact of bicycling on transport. The drastic destruction of transportation throughput of people based on one bicycle that can get in front of a bus and hold up 90 transit riders is what the Commission is encouraging. He said he would appear before the City Council on February 5 and recommend that they should not listen to the Commission because it is either being led by the nose by staff who do not care about the facts, or because it simply does not care about the facts. What the Commission is doing is disgraceful.

Ms. Vicky Clarke, 870 133rd Avenue NE, Seattle, spoke as the East King County policy manager for the Cascade Bicycle Club. She thanked the Commission for its recommendation relative to the bikeway demonstration project on 108th Avenue NE. She said having bicycle facilities that will be separated from transit and general purpose vehicles makes a lot of sense. The Cascade Bicycle Club has 16,000 members statewide, most of whom are in the Puget Sound region, including thousands who live on the Eastside. The members are people who like and support biking. Bike trips come in all shapes and sizes, many of which are ripe for bike share. Incidental trips between destinations, including meetings, grabbing lunch and last mile for transit, fit well with the bike share model. Cascade Bicycle Club is a member of the Bellevue Downtown Association and was part of the conversation last fall that culminated in a unanimous recommendation from the board to support bike share. Businesses like Children's Hospital and REI, which are located to the east of I-405, pointed out the unique possibilities bike share could bring in connecting the Wilburton district and the Spring District to the downtown and the transit center. As the central part of Bellevue continues to grow, those connections will become more and more important. It makes sense to move forward in testing a bike share program in preparation for the coming growth.

Mr. David Hansen, 5065 84th Avenue SE, Mercer Island, said he runs a tech startup in Bellevue. He said he commutes 20 percent of the time by vehicle and 80 percent of the time by bicycle. He said he is looking forward to the new bike lane on 108th Avenue NE. He also voiced support for the bike share program. He said his company employees would be interested in using a bike share service.

Mr. Bob Pishue with the Bellevue Collection located on Bellevue Way, suggested the city should put off moving ahead with a bike share program. He said the *Seattle PI* recently ran an article that highlighted the fact that Seattle is not the only city having bike share problems. It would make sense to wait to see what Seattle does with its program. With regard to the Bellevue Way HOV lane, he said it was his understanding that it could not be put in place until East Link is put in place, so that project should be put on hold until there can be a clearer picture of what the whole corridor will look like. The fact that I-405 is congested causes Bellevue Way to catch a lot of the traffic, and that analysis needs to be taken into account before making a permanent decision regarding the roadway.

#### 4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS

Councilmember Lee said he was honored to have been appointed to serve as Council liaison to the Transportation Commission. He noted that he was a member of the Commission when it was first formed and from there went on to become a Councilmember. There are many transportation challenges facing the city and the Commission is well positioned to address them. He emphasized the need to keep the lines of communication open between the Commission and the Council and between the Commission and the public. Much can be learned through open communication.

Commissioner Wu reported that the Wilburton CAC has only a few meetings left. The environmental assessment will be released on February 1 and will be subject to a 45-day comment period.

Chair Bishop asked if a review of the environmental assessment should be added to the Commission's agenda. Principal Transportation Planner Kevin McDonald said the Wilburton

CAC is the officially appointed body tasked with reviewing the environmental impact statement on behalf of the city.

Chair Bishop reported that earlier in the day he had attended the Chamber of Commerce reception to which the Councilmembers and business leaders were invited. The event took place at the new AC Marriot hotel at NE 2nd Street and 106th Place NE.

## 5. STAFF REPORTS

Mr. McDonald said a staff effort is set to be kicked off relative to the East Main station transit-oriented development project. The work will be focused on implementing the policies and regulations adopted by the Council. An open house for the project is planned at City Hall on February 14.

Commissioner Lampe asked if the East Main transit-oriented development project will largely be in line with what the East Main CAC recommended. Mr. McDonald said he had not yet seen the entire scope of the project. He said there would be special emphasis given to the urban design components, including materials and the relationship between buildings, the sidewalks and the plazas. There will also be an emphasis given to transportation access to and from the transit-oriented development location from the East Main station, from the downtown and from the Wilburton side of the freeway.

Mr. McDonald reported that staff was still working to negotiate a scope and contract with the consultant team for the Eastgate transportation study.

## 6. STUDY SESSION

### A. Bellevue Way SE HOV 112th Avenue SE “Y” to South Bellevue Park & Ride

Project manager Marina Arakelyan noted that the Council provided direction to advance the design to 30 percent, complete the environmental documentation, develop different implementation options, and to define the costs. The objective of the project as approved in the 2017-2023 CIP is to address southbound congestion in the evening peak along Bellevue Way between the “Y” and the park and ride, to improve multimodal access to the park and ride, and to encourage a modeshift from SOV to HOV and transit. The East Link project includes constructing an HOV lane between I-90 and the park and ride; the Bellevue Way SE project will extend the southbound HOV lane from the park and ride to the “Y” intersection. The project will also add a section between the “Y” and 108th Avenue NE per the recommendation of the Commission and approval by the Council.

Ms. Arakelyan said staff has developed a construction phasing plan for the project. As drawn up, the HOV lane would be constructed a distance of 320 feet north from the park and ride to avoid constructing a significant retaining wall. The second phase would extend the HOV lane to the Winter’s House. In the third phase, the lane would extend north through the “Y” on 112th Avenue SE, and in the fourth phase the lane would extend from the “Y” to 108th Avenue SE. She said the recommendation of staff is to move ahead with the first two phases and to defer the last two phases to future years.

Ms. Arakelyan said measuring the effectiveness of the HOV lane involves both person throughput and travel time savings. She shared with the Commissioners a matrix showing the 2015 existing conditions, the 2030 baseline no build conditions, and the cumulative conditions

of the phased builds for vehicles and people, broken down to focus on SOV, HOV and transit on Bellevue Way SE and 112th Avenue SE. Currently, Bellevue Way SE operates almost at capacity and by 2030 it is projected that conditions will be oversaturated. She noted that under the preferred option travel time by HOV improves by four minutes; for transit the improvement is 3.7 minutes.

Commissioner Woosley stated for the record that he is a member of the Enatai Neighborhood Association. The Association is concerned about the project but has supported moving forward with the analysis to better understand the pros and cons. He observed that the travel time savings matrix did not indicate how many HOV and transit vehicles compared to the number of SOVs.

Ms. Arakelyan said the vehicle throughput from each approach on Bellevue Way SE and 112th Avenue SE was converted to person trips based on the vehicle occupancy for each mode, and that time was then converted to dollars to determine the annual delay costs. Under existing conditions, the annual cost of delay for all users calculated out to be just shy of \$3 million, a number that is expected to nearly double under the 2030 baseline no build. She noted that the combination of Phase A, B and C yielded the best travel time savings of \$2.1 million.

The travel time savings for each phase option was compared against the cost of each option to determine the benefit/cost ratio. Ms. Arakelyan noted that the combination of phases A and B yielded the most favorable ratio at 0.91. While the best travel time savings is brought about by combining options A,B and C, the cost of C is higher so when it is added into the mix, the ratio falls.

Commissioner Chirls commended staff for doing the cost/benefit analysis. He allowed that if there were unlimited funds, it would make the most sense to construct the project to achieve the highest level of savings. Since funds are not unlimited, it makes sense to seek out the best cost/benefit ratio.

Chair Bishop said he was surprised to see a cost/benefit ratio below 1.0. Usually projects range from 1.5 to 3.0. A ratio of less than 1.0 essentially means the project will cost more than it will benefit. Ms. Arakelyan said it would take about ten years to yield full payback. Chair Bishop suggested that ten years is too short in terms of the benefits of the project that will last 30 years or more. Using a longer payback period would drive the cost/benefit ratio higher. Ms. Arakelyan stressed that the analysis was solely focused on determining which phase segments should be given the highest priority.

Commissioner Woosley also voiced his appreciation for the analysis and suggested it would be helpful if applied to other projects under consideration. It could be argued that the overall savings to the community will be reinvested back into the community. He allowed that certain assumptions had to be made and asked what assumption was made in regard to how many of the HOV trips will involve the park and ride and how many will just be passing through. Ms. Arakelyan said staff had figures relative to the number of buses accessing the park and ride and I-90. Commissioner Woosley noted that he believes that Sound Transit plans to cancel the 550 bus route and reallocate the resources to East Link. As such, the number of buses on Bellevue Way SE will not be that high, but the increased capacity of the park and ride will generate a demand that will increase the number of vehicles on Bellevue Way SE. If the proposed HOV lane is intended to primarily serve the park and ride, it could be argued that King County Metro or Sound Transit have an obligation to help fund it.

Answering a question asked by Commissioner Lampe about the level of funding for the project in the current CIP, Ms. Arakelyan said the \$4.4 million is certainly not enough to construct the project. She added that some of those funds have already been expended for the design and environmental work that has been done. Commissioner Lampe asked if the expectation is that construction on the project would not start until after 2023, and whether there are any synergies or dissynergies from the work Sound Transit is currently doing. Ms. Arakelyan said one assumption has been that the project would not start any sooner than the completion date for most of the heavy construction work associated with the East Link project. Conceivably the project could start in 2022.

Chair Bishop asked what the staff estimates are for the time needed to complete the design work and acquire the necessary right-of-way. Ms. Arakelyan said it would take a couple of years to accomplish those tasks. Right-of-way acquisition does not typically begin until a project reaches 90 percent design. Having the project funded in the next CIP will mean the project can be added to the state Transportation Improvement Program list, making it eligible for grant dollars.

Chair Bishop asked how the project would be hurt should the Commission recommend a three-month delay before going to the Council for approval. The delay would allow for having additional community and stakeholder involvement. He noted that the public had yet to see the analysis and said action by the Commission to approve the staff recommendation would mean skipping community input. Ms. Arakelyan said a three-month delay would not harm the project. She added that other than the cost/benefit analysis, there is no new information the public has not previously seen.

Commissioner Wu said she could support delaying the project for three months and said her impression was that public participation was quite low at the open house event. She said she would like staff to address at some time whether or not going with A and B only would hinder buses and HOV traffic from using the HOV lane because of the queuing to the north of 108th Avenue SE, and if the option of combining A, B and D had been considered.

Commissioner Woosley said the Enatai Neighborhood Association supported studying the project so that the neighborhood could look at the impacts, which go beyond cost/benefit and operations. The project will impact the neighborhood given that the wall will cut into what is now a wooded slope. Nothing has been said yet about whether or not adding capacity to Bellevue Way SE will reduce neighborhood cut-through traffic. Segment D could qualify for funds from the transportation levy for neighborhood access and congestion relief. The solid wall may mitigate the noise from East Link and Bellevue Way SE traffic, and the neighborhood should have that information available. The half diamond interchange planned for I-405 at either Main Street or NE 2nd Street has been supported by many for several years. Most of the traffic would be more appropriately accommodated on I-405 and the city has continued to support the expansion of the freeway as a way to keep regional traffic off of city streets. That project should be subjected to a similar cost/benefit analysis.

Chair Bishop asked if three months is enough time to conduct a community outreach effort. Commissioner Wu said she would prefer to leave the timeframe open. Commissioner Lampe agreed and proposed leaving it open to allow for appropriate public outreach.

A motion to postpone making a decision on the Bellevue Way SE HOV project until after adequate community outreach is conducted. The motion was seconded by Commissioner Lampe.

Design Division Manager Mike Mattar urged the Commission to vote on whether or not it concurs with the staff recommendation. He said any recommendation to postpone the project in order to allow for additional public outreach would be noted when the issue is carried to the Council.

Commissioner Wu reiterated her desire to know if HOV and buses would be able to easily access the HOV lane if only segments A and B were constructed. She also reiterated the question of whether or not constructing A, B and D had been considered. Mr. Mattar said the project design takes into account all four segments. The recommendation of staff is to phase implementation by starting with segments A and B. If the money were in hand, the full project would be built out. It is very important for the city to show funding for A and B to make the project competitive for grants and funding from other agencies. He allowed that delaying for three or four months would not be likely to harm the project's chances for obtaining outside funding. Ms. Arakelyan added that segment D could not be constructed without first completing segment C, the portion from Winters House to the "Y", because of the gap in the HOV system that would be created. Currently, queuing occurs up to the Winters House, and under 2030 conditions the queue is forecast to extend beyond the "Y".

Commissioner Woosley argued against the Commission taking a vote on whether or not to go along with the staff recommendation. Approving the staff recommendation and recommending it to the Council would cause the value of the community input to be lost. Mr. Mattar said he would not want it believed that the city has not conducted any public outreach. He reiterated the fact that the public has already seen the data with the exception of the cost/benefit analysis. The cost/benefit analysis was not done to justify the project, rather to determine the best phasing approach given the available dollars.

The motion to postpone making a recommendation on the Bellevue Way HOV project carried unanimously.

B. Neighborhood Congestion Reduction Levy Program, Project List and Recommended Budget Allocation for 2018

Traffic Engineering Manager Chris Long reminded the Commissioners that the issue was before them first in October for a review of the scoring criteria. The feedback was incorporated and on November 9 the scoring matrix was reviewed again.

Transportation Engineer Olivia Aikala said the finalized scoring criteria to be applied to the project list that was presented to the Commission on November 9 had been revised to apply a pass/fail criteria above the Tier 1 screening to avoid scoring projects that would fail. A project's implementation that would require significant outside involvement, such as a funding partnership with WSDOT or a private development project, would fail. The remaining projects will be scored under Tier 1. The second revision was related to the level of service scoring. Previously, in order for a location to score high in the Tier 1 intersection table it needed a V/C ratio that exceeded 0.9; projects also needed a V/C ratio to be within the MMA areawide standard. The approach was revised to only include the comparison of the V/C ratio relative to the local MMA in an attempt to avoid favoring only locations in areas with a high MMA V/C standard.

Ms. Aikala said the initial pass/fail test was applied to the project list and those that passed were scored under Tier 1, which is the evaluation of projects based on the need for

improvements, taking into account both LOS and safety. Tier 2 will be conducted after the projects are further studied and conceptualized and will involve an evaluation of projects based the benefit of the improvements once they are identified.

In the summer of 2016, as part of the levy outreach, residents of Bellevue were asked to identify areas throughout the city which they thought needed congestion reduction. To the mapped locations identified by the public staff added locations that were listed in existing plans, including the Comprehensive Transportation Project List, and any locations that exceeded the maximum LOS in their MMA under the 2017 concurrency report. Mr. Long pointed out that while the concurrency report deals only with system intersections, staff evaluated the level of service at non-system intersections as well.

Ms. Aikala said the recommendation of staff for 2018 was to fund for further traffic analysis the top nine intersections that rose to the top in the Tier 1 scoring; to fund the design of intersection improvements at Newport Way/164th Avenue SE and 112th Avenue NE/NE 24th Street; to fund completion of the design work for the intersection improvements on 150th Avenue SE; and fund the construction of the intersection improvements at Newport Way/164th Avenue SE and 112th Avenue NE/NE 24th Street.

Commissioner Woosley noted that ten projects had scored 80 or above in the Tier 1 scoring. Mr. Long said the tenth project was the intersection of 114th Avenue SE/SE 8th Street. He said that location is set to be looked at along with a downtown bicycle implementation project in 2019 and 2020. Given that 114th Avenue SE is a major bicycle connection into the downtown, reconfigurations to support bicycle movements may be considered. Additionally, it was felt that the top nine projects was about the maximum the staff could manage even taking into account the hiring of two or three consultant teams to help with project scoping and preliminary design.

Mr. Long said the nine projects that scored the highest based on the V/C ratio analysis and will be moved forward to analysis by the consultant. The mini roundabout project at 164th Avenue SE/Newport Way will be advanced through design to construction in 2018. The project rated out between 12<sup>th</sup> and 13<sup>th</sup> but is being bumped up in order to coordinate with the overlay program that will include Newport Way from the 164th Avenue SE intersection to the west. About \$200,000 from the neighborhood levy project will flow into the project. Additionally, the intersection of 112th Avenue NE/NE 24th Street will be taken from design to construction in 2018 in conjunction with other work to be done on 112th Avenue NE. The levy will fund bike lanes and two new pedestrian crossings on 112th Avenue NE. The project will include some maintenance elements to remove problem trees on the corridor that are causing sidewalk and roadway heaving. Signal warrants have been met for the intersection for some time. Lastly, the intersections on 150th Avenue SE at Newport Way and SE 37th Street, which have been under consideration for some time, will be advanced to final design.

Chair Bishop asked how the city has done chasing WSDOT for the off-ramp right-turn lane that is totally within their right-of-way. Mr. Long said the city has pushed hard on that. The peak use shoulder lane project on I-90 will ultimately add an auxiliary lane from the Eastgate interchange to the Lakemont interchange in the eastbound direction, and WSDOT has agreed to move the ramp meter 500 feet to the east. That will mean accommodating roughly 80 additional cars approaching the eastbound meter. Additionally, WSDOT will be rebuilding the off-ramp at 156th Avenue SE to provide for dual left-turns to address the queuing that backs up onto the mainline.



Commissioner Wu called attention to the first of the nine projects, Main Street/148th Avenue SE and Kelsey Creek Plaza access, and pointed out that the driveway on Main Street is very close to the intersection. She said the Plaza is quite large and can accommodate the queuing and was not inclined to have the city pay to address the backup on the Plaza property. Mr. Long said the project is not intended to address the queuing on the Plaza site so much as the congestion at the intersection to better manage the traffic coming into the Plaza. One option would be to add another traffic signal on 148th Avenue SE south of Main Street, making that location a more attractive exit from the Plaza. Currently there is major queuing on Main Street for traffic seeking to access the Plaza, in part because drivers want to come out of the Plaza and head south on 148th Avenue SE.

Commissioner Wu asked about the second project on the list, 148th Avenue NE/NE 8th Street. Mr. Long said the project description is directly from the Transportation Facilities Plan. While there is benefit to creating dual left-turns, they cannot be added to all four approaches in a single project due to cost. Consideration will be given to staging them over time. The traffic signals on the 148th Avenue corridor have been gradually replaced over time, and work to remove the poles from the median is under way along with some Americans With Disabilities Act improvements on the corners. The 148th Avenue NE/NE 8th Street intersection is the last full intersection to be done. The new signal poles have been set back far enough to accommodate future dual left-turn movements.

With regard to the east approach, Commissioner Wu said there may be some environmental concerns to address. She said both of the projects appear to be complicated. Commissioner Woosley agreed but pointed out the need to improve traffic operations there. The project was identified for accessing east/west neighborhoods. One possible early phase of the project could be to simply extend the left-turn queue westbound on NE 8th Street. Mr. Long said the Tier 2 evaluation to determine which projects to move forward will include environmental and right-of-way costs. The focus is on finding near-term projects that will not break the bank.

Commissioner Wu asked about the third project, SE 8th Street/Lake Hills Connector. Mr. Long said the project is right where the Wilburton neighborhood entrance is to the Lake Hills Connector and SE 8th Street to the east of I-405. The issue is in the evening peak the northbound left-turn queue spills out of the turn pocket and blocks the northbound through traffic in the inside lane.

Commissioner Wu referred to the fourth project, NE 8th Street/140th Avenue NE, and was told by Mr. Long that the intersection is a bottleneck for the corridor. Improvements made there may cause the bottleneck to move further to the south. During the evening peak, heading south from the park and ride at the neighborhood church it is not necessary to wait for an extra cycle at any signal. At the same time, traffic working through the intersection of NE 8th Street/140th Avenue NE often encounters a three-cycle wait.

Commissioner Woosley called attention to project 36B, 112th Avenue SE/Bellevue Way SE, which is part of the HOV lane project evaluation. He suggested the segment of Bellevue Way SE between 108th Avenue SE and 112th Avenue SE does not necessarily need to be operated as an HOV. It has tremendous potential for neighborhood congestion relief. The city has done some interim mitigation to keep downtown traffic from flowing south on 108th Avenue SE, and improvements have been made to signal operations. However, anyone wanting to come out of the neighborhood and head for I-405 must make a zigzag up 112th Avenue SE, which backs up into the through lanes and congests everything. Adding general purpose capacity should be evaluated along with the HOV lane. Mr. Long said ways to reconfigure the intersection have

been considered for when the HOV lane goes through there. The focus has been making the intersection operate a bit more safely for pedestrians as well as realigning it, but it all remains conceptual.

Commissioner Marciante observed that few projects on the list are in the Factoria area. Mr. Long explained that one of the major bottlenecks in that area is the Factoria Boulevard/SE 38th Street intersection, which is included in the broader Eastgate study area. It was decided that as part of that study all of the intersections that serve as T-Mobile campus entrances and exits should be captured. There are other issues at the Coal Creek Parkway end but they will be heavily influenced by what WSDOT ultimately decides to do with the I-405/Coal Creek Parkway interchange project .

Commissioner Marciante asked about the intersection that serves Tyee middle school. Mr. Long said the intersection will also be included in the broader Eastgate study. It continues to be a hot button issue for many residents. It has been recognized that making improvements at Newport Way/150th Avenue SE could make the Tyee intersection worse.

Commissioner Marciante said she lives in the Lake Hills area and experiences all of those intersections. She said her frustration lies less with the Factoria area itself than with the overflow from the Factoria area. The intersections that are struggling the most are not on the list, including Richards Road/SE 26th Street, Richards Road and SE 32nd Street and Newport Way/150th Avenue SE. Mr. Long said those specific intersections are not necessarily the problem, they are just in the queue caused by other locations. The intersection of Richards Road/SE 26th Street will soon see improvements through a regular CIP program. The intersection of Richards Road/SE 32nd Street suffers from problems caused further downstream in Factoria. The westbound left-turn lane at the intersection of Richards Road/Eastgate Way backs up in the evening peak. That location did not get identified for the current round of projects but could certainly be considered in the future. The broader Eastgate study includes Eastgate Way.

Chair Bishop praised the staff for the work done in sorting out the project list. He asked if any surprises arose in the process. Mr. Long said there were some projects staff was not sure about in terms of how they would rank. It was necessary to figure out how to mix in unsignalized intersections. The same level of service lens was applied to them using the LOS evaluation in Synchro and the staff were at times surprised at how high some four-way stops ranked. One of the main intersections was Lake Washington Boulevard/SE 60th Street which is a clear problem in the morning peak.

Chair Bishop asked what will be done with the projects that failed. Mr. Long said nothing will be done immediately. Chair Bishop proposed adding two projects to the failed list: the NE 6th Street subsurface arterial in the downtown, and the Bellevue College transit access road.

Commissioner Woosley reiterated his desire to see staff include a review of the operation of 112th Avenue SE/Bellevue Way SE, project 36B, given that it will not necessarily be an HOV lane. Mr. Long agreed to remove it from the fail list but said it would not necessarily be put into the 2018 list.

A motion to recommend moving forward with the proposed work plan as revised was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

### C. Citywide Bike Share Pilot Program

Principal Transportation Planner Franz Loewenherz sought from the Commission a recommendation to the City Council on the scope and timing of implementing a citywide bike share pilot program, and to determine which Commissioner would represent the Commission at the Council meeting on February 5 to present the Commission's recommendation of the 108th Avenue NE Bikeway Demonstration Project. He noted that the timeline previously shared with the Commission now includes a project evaluation plan review in April, and a status update in September. He also pointed out that the Commission had previously voted 5-2 to proceed with the bikeway demonstration project.

Bike share is supported by two policies in the Comprehensive Plan. Policy TR-16 directs the evaluation and facilitation of car sharing and bike sharing programs, and Policy TR-115 directs supporting the establishment and operation of a bike share program in the city. The bike share program is also in alignment with the Pedestrian and Bicycle Implementation Initiative scope of work of which Task 6 calls for working on a bike share implementation strategy, specifically providing people in Bellevue access to a bicycle when they want one without having to worry about storage, security and maintenance.

Transportation Planner Andreas Piller said to some degree bike share is already in Bellevue given that bikes from the private companies operating under a pilot program in Seattle have been seen in the city at a number of locations. The Eastside bike share vendor fair hosted by the city in September invited interested operators to attend, have their products on display, and talk with community members. An online bike share survey asked people a variety of questions about how they feel about biking in the downtown, if they would use bike share if it were available, how it might impact how frequently they bike in the city, and where in the city they might want to use bikes. Over 800 people completed the survey, more than half of whom were Bellevue residents, and over a third of whom work in the downtown. More than half indicated they would use a bike share program if it were available in Bellevue; 22 percent said they would not, and about 25 percent indicated they were unsure. The written responses to the question seeking comments or concerns about the possibility of bike share coming to Bellevue were divided into theme areas, and the theme with the most responses was "generally positive." Many of the top comments were related to safety and infrastructure, but there were also comments about not wanting to see the city itself fund a bike share program. All of the survey responses and data are available on the project website.

Commissioner Chirls commented that there is always an element of self-selection on the part of those who choose to fill out surveys, and he added that the words used to draw people to surveys matter because they can attract those who have ready opinions and therefore are less objective. He suggested that on balance more people with a positive interest in biking would be willing to fill out a survey about biking.

Commissioner Wu pointed out that regardless of the positive or negative views expressed by those who took the survey, it represents only one element when it comes to considering a bike share program in Bellevue. Of more importance is the fact that there is adopted policy direction.

On the question of why permit rideshare, Mr. Piller said it is in line with adopted city policy, both related to bike share and to facilitate the provision of additional mobility options. Permitting bike share would welcome and foster innovation in an ever-growing segment of transportation. There are cities large and small in almost every state of the country that have

bike share programs in one form or another. Permitting bike share would establish a legal framework for private services to operate, would assert the city's regulatory authority over the public right-of-way, and would provide a mechanism for the city to enforce compliance that is in support of community values. If the city decides to do nothing, bikes from neighboring jurisdictions with bike share programs will continue to appear in Bellevue, invited or not, and the city will have little influence over their operation. That could lead to antagonistic relations with bikeshare service providers in that the city would have to seek enforcement through impounding bicycles, which is in opposition to the policy guidance to facilitate such services.

Commissioner Woosley commented that the impacts of bike share bikes will need to be addressed regardless of whether or not the city allows private businesses to operate in public rights-of-way. Bikes will inevitably be left on private properties, leaving the property manager the task of dealing with them. Some sort of regulatory process should be advanced in any event.

A motion to extend the meeting by 20 minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Mr. Piller said the bike share bicycles currently appearing in the city are technically in violation of existing city code in that they are private uses that are not permitted. As such they are subject to being removed by the city. Regulations are needed as to how and where bike share bikes are allowed to operate in order to provide some clarity to enforcement actions. Currently, enforcement actions are complaint based. Another drawback to doing nothing is that any data that could otherwise be collected would not be available to the city. Task 5 of the Pedestrian and Bicycle Implementation Initiative specifically directs the city to investigate opportunities to collect data on bicycle usage in the city, and bike share programs represent probably the most robust source of collectible data. Permitting and regulating bike share services would provide the city with a new, flexible and affordable mobility option; allow for collaborating with bike share providers to achieve desired outcomes; collect extensive data on bicycle travel; expand the reach of transit relative to the first- and last-mile connections; coordinate with neighboring jurisdictions; and support oversight and enforcement through the collection of fees.

Commissioner Chirls asked if the pilot program would involve hubbed and hubless operations. Mr. Piller said any company operating on any model could apply, and there will be no consideration for not accepting an application based on that criteria.

Commissioner Wu commented that while Bellevue used to be a bedroom community, it no longer is. Bellevue has grown into a very innovative city and when new things come up the city does not shy away and wait to see what happens in other jurisdictions. She called for being open minded while also being realistic about the issues. She said there are specific issues that should be addressed in the permitting process.

Commissioner Woosley agreed. Bellevue's policy has always been to not get into anything it cannot do well. An effective permitting system will be the best way to move ahead. Seattle experienced a failure with Pronto and is now doing a pilot bike share with no hubs and the data they collect will be used to refine their regulatory system. He asked how much information the city is getting from Seattle and when the refinements to address concerns will be available. Mr. Piller said Bellevue staff have been in communication with the Seattle staff who are overseeing their pilot program. A lot of insight has been gained relative to the mechanics of the program, including what is required in terms of staff time. The anticipation is that their evaluation will

be published in the next month or two.

Commissioner Woosley asked if staff had any estimate regarding budget for a bike share program in Bellevue and how much will be recovered through the permitting process. Mr. Piller said there are not yet any estimates for what Bellevue will charge. There will be goals established and requirements associated with them in the permit based on the experience of other cities as well as recommendations made by the Bellevue Downtown Association and others. The intent is to recuperate all costs of overseeing the program through the fees.

Commissioner Marciante allowed that while there is much that can be learned from the experience of Seattle, Bellevue is not Seattle, nor is it like many other cities that are deploying bike share programs. Bellevue should give itself the opportunity to pilot its own program and to gather data that will be pertinent to Bellevue. She agreed that all concerns will need to be addressed.

Commissioner Wu suggested the program should include a tool to continually process improvements. There will be lessons learned going forward and they should be implemented.

Chair Bishop called attention to the fact that the recommendation from the BDA calls for addressing the absence of helmets when using a free-floating bike. If the companies are not going to provide helmets, the city will essentially be inviting the public to ride illegally. The BDA also calls for the prevention of clustered bikes from being hazardous obstacles and he shared with the Commissioners a photo he took of bikes piled up in the corner near the Seattle Art Museum. The BDA calls for enforcement but it is unclear how that will happen.

Mr. Piller drew attention to the data component of the goals and requirements. He said the program is being framed as a pilot program and as such it will provide an opportunity to gain a lot of insight and actual data. The Seattle Department of Transportation has a partnership with the Trusted Data Collaborative at the University of Washington and all service providers are required to provide in excess of 50 input data points in terms of time and date of bike use, where they are located, rider profiles that include gender and age, maintenance, reported collisions, and when parking issue are reported and how they are dealt with. The metrics are used to oversee the program and to determine if operators are in compliance with the terms of the permit. Various mechanisms are in place for encouraging compliance, ranging from reducing the fleet size to revoking the permit. In addition to supporting oversight, the data can be used in determining the degree to which bicycle facility investments are being utilized and whether or not to invest in additional bicycle facilities. Bike share programs are constantly evolving as new operators come into play, both in operations and in the bicycles they provide.

A motion to extend the meeting by 15 minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Commissioner Woosley said bike share is an intriguing prospect for mobility in the city but suggested it would be premature for the Commission to make a recommendation. He proposed forwarding to the Council the recommendation made by the Commission to support the bikeway demonstration project, and to look for additional information and continue to evaluate the bike share project. Mr. Loewenherz commented that in response to the Commission's previous feedback about wanting to have a hand in developing the metrics and methodologies for the bikeway demonstration project, staff plans to come back in April with a proposal covering those issues for both the bikeway project and the bike share project.

Commissioner Woosley said he would want to know much more about the permitting conditions. They should come back to the Commission and not just be determined by the Transportation Department Director. The bike share program has big implications relative to the management of private property and the use of public rights-of-way. It would be better to go ahead with the bikeway demonstration project, evaluate it, and add in the bike share program at a later date.

Commissioner Chirls said he is a passionate cyclist and one who believes cycling is a greater factor that many believe when it comes to solving automobile congestion problems. Bikes have been used for that purpose around the world. In addition they offer physical and health benefits for the community. He said he also believes in bike share and wants it to be successful in Bellevue. He allowed, however, that there are obstacles in the way of bike share success, as evidenced in Seattle and other cities. It would be irresponsible to simply approve a pilot program that will impact the city without voicing concerns about bike clutter and the impact of bikes being left in all kinds of places. In Portland there is a financial incentive for parking bikes at a hub. Bellevue has topography and weather issues as well. A pilot program of a very general sort that has no restrictions or regulations could have the potential of souring the public on bike share. In the comments submitted by the public there are various examples that are very specific in regard to where bike share would be helpful. One involves a park and ride used by a large company where the employees said they would use bike share to get from the park and ride to their office locations. The nature of the pilot program should be reconfigured to be much more specific to areas where there is more certainty the bikes will get used. From there the pilot could be expanded in a phased and measured way.

Commissioner Wu said she could support taking that approach. She said she was less inclined to see all of the permitting requirements up front but would favor having staff return with a more specific approach to the bike share pilot.

A motion to separate out the bikeway demonstration project in the transmittal memo and forward it on to the Council, and to have the staff return to the Commission with additional refinements regarding the bike share permit conditions, including scale, enforcement and the other concerns voiced, was made by Commissioner Woosley. The motion was seconded by Commissioner Wu.

Commissioner Teh stressed the need to follow up specifically on the safety issues as well as the issues relating to bicycle clutter.

Mr. Loewenherz said he serves on the technical advisory committee for the Community Connections project that T-Mobile, Microsoft and other key employers in the area are behind. The recommendation from them is to see the bike share pilot moved forward. They also want King County Metro to play a role in partnership with the city. The threshold of bikes needed to accomplish the goal will not be achieved without a broader citywide scope.

Commissioner Chirls said if he were negotiating a localized pilot with those large companies, he would work on a proposal they could support financially. The pre-conditions as set out cannot simply be accepted because there has been no negotiation based on a slightly different objective. He reiterated his desire to see the pilot operate in one or more small designated areas.

A motion to extend the meeting by 15 minutes was made by Commissioner Lampe. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Commissioner Marciante said the bike share companies could argue that operating in a very limited scope will not work for them. Aside from the safety issue, there should be some understanding of how the bikes are going to function in the public space and what will happen when the rules are not followed. Seattle has very specific rules about that in place. She said she would not oppose having the bikes operating throughout the city, provided that during the pilot the number of bikes is very limited; that alone will limit the potential for bike clutter, and it will allow people to voice their issues in regard to a small number of bikes. The pilot in Seattle kicked off with 500 bikes; now they have 9400 bikes in operation. Bellevue should decide what the right number for Bellevue should be, and should also determine how long the pilot should run. She stressed the need to move forward quickly to avoid Bellevue being left behind in what is clearly an innovation issue. Bellevue should be clear in telling the bike share companies what it wants to see in the city.

Commissioner Chirls said bike share works well in Manhattan. There is no clutter because racks are provided in many locations and that is where the bikes are left. There may be some companies in Bellevue willing to locate a temporary hub on their properties. He said the scaled and measured approach is something he could support, but more research is needed before making a final recommendation.

Commissioner Marciante said the reason the docked or hubbed system did not work in Seattle is because people had to return the bikes to specific locations. What works in other cities is the approach that allows people to leave bikes almost anywhere, and that is because that is how people use the bikes. There should be very specific rules regarding where the bikes can operate. Seattle was very specific about not allowing the bikes to operate where people walk, and they reserved the right to geo-fence areas and require bikes to be returned to those locations.

Commissioner Woosley said the Bellevue Downtown Association should be asked to provide specific comments, as well as those who operate the bike share companies to learn how the concerns that have been voiced are addressed in other jurisdictions, including regulations under which they operate. He said he would also like to have specific legal advice regarding the Commission's liability by authorizing a bike share program that does not require the riders to wear helmets.

Mr. Piller said staff are engaged in exploring a number of different potential solutions to the helmet issue. One is a state grant available through King County that could potentially be used to establish helmet rental kiosks in various locations. The private bike share companies currently operating in Seattle make a habit of bringing helmets to their publicity events and handing them out for free to riders. The apps used to access bike share bicycles require users to acknowledge the law that requires them to wear a helmet when riding.

The motion to separate out the bikeway demonstration project in the transmittal memo and forward it on to the Council, and to have the staff return to the Commission with additional refinements regarding the bike share permit conditions, including scale, enforcement and the other concerns voiced carried unanimously.

A motion to nominate Commissioner Wu to carry the bikeway demonstration project transmittal memo to the Council was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Chair Bishop designated vice-chair Woosley to sign the transmittal memo on his behalf.

7. DRAFT MINUTES REVIEW/APPROVAL – None

8. UNFINISHED BUSINESS – None

9. NEW BUSINESS – None

A motion to extend the meeting by ten minutes was made by Commissioner Marciante. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

10. PUBLIC COMMENT

Councilmember Lee said the city is lucky to have persons on the Transportation Commission who will fully and freely discuss issues and work together toward solutions. The adopted policy of the city is to encourage the use of bicycles. That will need to be done in ways that are appropriate for Bellevue. It will also need to be done right. City staff are also to be commended for their analysis and expertise.

11. COMMISSION CALENDAR

Mr. McDonald briefly reviewed with the Commission the calendar of upcoming agenda items.

12. ADJOURN

Chair Bishop adjourned the meeting at 9:57 p.m.

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Secretary to the Transportation Commission

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Date

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Chairperson of the Transportation Commission

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Date